



The intermingling of residential and commercial zones creates complex contextual issues, yet is essential to maintaining the established quality of life. In dealing with these issues, we must begin by identifying the various components of the corridor to enable a clear understanding of the intricate details of its context. Because the segment of the LBJ Corridor encompassed by this project is long--21 miles--there will be many transitions from residential to commercial areas, as well as from residential areas to open land, and in some cases from commercial areas to open land. These points of transition require detailed study as the context shifts from one use to another.

The most serious and pervasive issue is the loss of green space within the right-of-way that will result from the necessary widening of the roadway. How successfully the region grows depends on our maintaining the natural environment, not only because the federal government has stringent air quality standards that must be met, but also because the welfare of the citizenry requires it. Hence re-introducing the maximum amount of landscaping to the LBJ Corridor is a critical necessity.

A COMPLEX URBAN CONTEXT

The Dallas – Fort Worth region continues to grow at a seemingly heedless pace. Four and a half million people now call it home. Through decentralization and the intermingling of residential and commercial zones, Dallasites have long been able to work relatively near home. The key, however, as for Houston, Phoenix, and Los Angeles--other young, decentralized cities--is the automobile. From the corporate campuses of Plano and Richardson, to the business centers of Las Colinas and North Dallas, to the historic areas of South Dallas and Oak Cliff, to the city centers of Dallas and Fort Worth themselves, the region offers a variety of working environments attracting urbanites and suburbanites alike.



TYPES OF CORRIDOR ENVIRONMENTS

While commercial businesses along the roadway frequently rely on being visible from the freeway, homeowners desire a buffer zone to offer some privacy from the roadway. To be truly successful, the refined LBJ Corridor will have to resolve these polar issues along its entirety. To accomplish this, it is helpful to organize the context into prototypes based on their common conditions.

URBANSCAPE

Along the 21 miles of the LBJ Corridor there are a variety of urban conditions--urban in the sense that most of the ground is paved and most of the space is defined by walls and buildings. There is a high concentration of urban landscape on the segment west of US-75, and some of it appears in areas east as well. Motorists are aware of the walls and vertical man-made elements, but their movements are not limited by them. Pedestrian movements, however, are restricted by many elements in the urban environment, and their needs must be considered in planning links across the highway.



In urban areas, motorists need visual access from the highway. Landmark buildings provide a simple means of orientation, which lessens the need for signage that adds to visual clutter.



OPENScape

There are many open areas along the corridor, and as these properties are developed, the contextual environment can change dramatically. Openscape refers to open land that is incorporated into developed parcels, both residential and commercial. Residential yards and utility easements are the most common examples along the highway. The sense of openness is enhanced when the roadway is at the same grade as the frontage road and adjacent property. Building height is generally lower than in an urban environment and the ground area contains more natural vegetation. Because the openscapes along the highway are usually residential, plans will generally call for noise abatement. The smaller component of openscape is commercial property, which relies on signage and visibility to inform motorists of location, precluding noise abatement walls.

POCKETS OF OPPORTUNITY

Along the LBJ Corridor, there are still many opportunities to influence significant portions of the highway environment. Pockets of open land that are currently undeveloped will change the nature of the adjacent property once development occurs. Identifying these areas can help prepare adjacent properties and civic entities for future growth, while clarifying the possible needs of the various segments of the highway. A number of parcels along the highway have been converted into neighborhood and regional parks. This helps insure that open space will continue to exist as the region is developed.

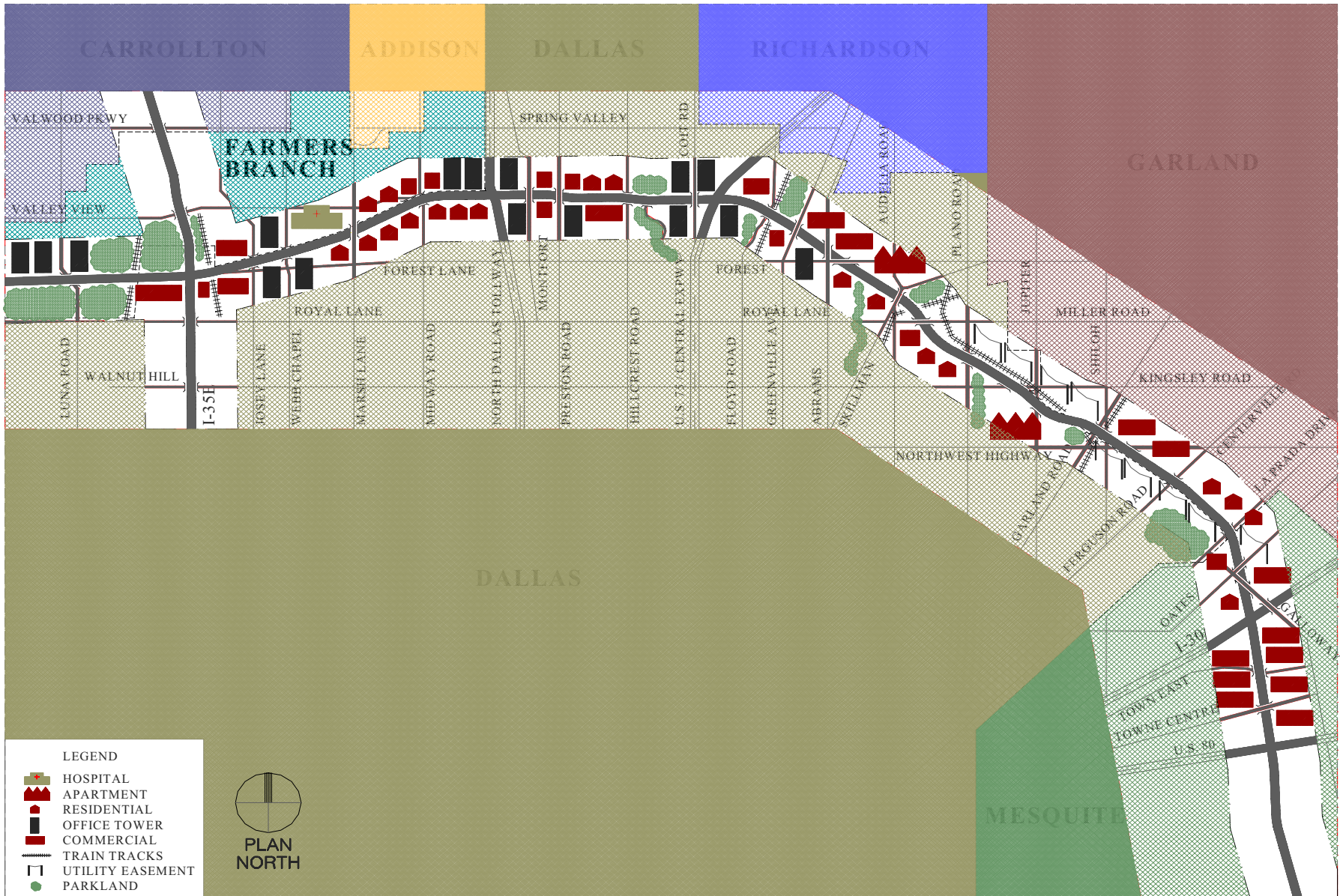


The introduction of continuous frontage roads will alter the character of open land adjacent to the highway. Additional landscaping can help to maintain the desired character of small neighborhood parks along the highway.



The standard landscaping and noise walls associated with the continuous frontage roads will provide more privacy to the alleyways. This should encourage a sense of ownership by the adjacent residents and consequently better maintenance.





CONTEXTUAL ANALYSIS

NODAL POINTS ALONG THE CORRIDOR

Many points along the route warrant special attention--key paths of activities, civic landmarks, and places that can appropriately be distinguished from the remainder of the highway. (See map, page 9.)



LUNA ROAD

Luna Road is the gateway to the project from the west. Once motorists pass over it, they enter the transition zones to I-35E, and then encounter a much more heavily traveled section of the highway.



RAWHIDE CREEK CROSSING

Immediately east of Luna Road is the proposed continuation of the existing Elm Fork Trinity canoe and mountain bike trail. Its link across LBJ could be made more attractive and functional with abutment walls that allow room for a pedestrian trail above the creekbed.



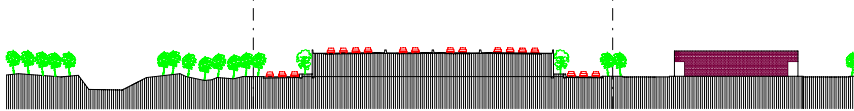
I-35E INTERCHANGE

As Dallas continues to grow in every direction, open space is becoming increasingly scarce. Grassy berms at the area around the I-35E interchange can offer some relief from the urban sprawl.



HARRY HINES BOULEVARD

Harry Hines Boulevard is characteristic of many similar segments of the corridor. Replacing the existing concrete embankment with an abutment wall will provide some visual relief. Continuing the wall along the frontage road will create a more unified and urban feel to the area, and adding landscaping will mitigate the hardness.



Proposed Eastward Section at Harry Hines Boulevard



DENTON DRIVE

Denton Drive, similar in character to Harry Hines Boulevard, has historically been a direct link between Dallas and Farmers Branch. It is also a possible link between the Dallas area south of LBJ and the open land to the north. An eventual link between the future Rawhide Creek Bike Trail and the proposed Elm Fork / White Rock Bike Trail would logically occur at Denton Drive, because of its proximity to both trails. The proposed DART rail needs to be carefully coordinated with the existing freight line in this location.



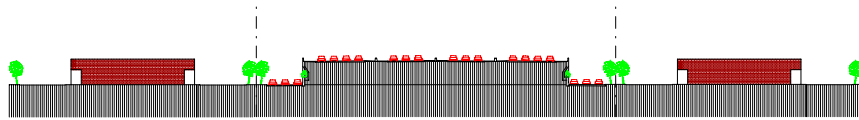
ANAHEIM DRIVE / FORD ROAD

The planned connection of Ford Road and Anaheim Drive across the LBJ Corridor will create a vital additional link to increase local circulation between Dallas and Farmers Branch.



JOSEY LANE

Josey Lane will continue to provide access to I-35E. The view to the highway from the southern edge can be enhanced through attractive walls and bridge treatments. It is at this point that the roadway widens as it heads east.



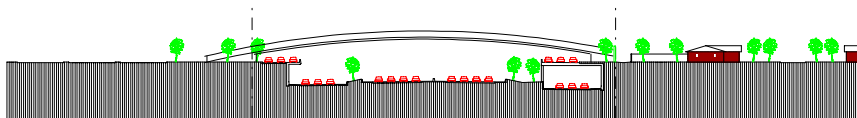
Proposed Eastward Section at Josey Lane

In the segment of the roadway between Josey Lane and Webb Chapel Road, the HOT lanes will descend below the main lanes and cross under to the outside, eventually below cantilevered frontage roads. There will be walls on both sides of the HOT lanes, creating a unique condition: These walls will become taller as the highway passes both under and over Webb Chapel Road. Then they will form a partial tunnel as the highway moves below the cantilevered frontage road.



PEDESTRIAN BRIDGE

Linking residential communities on both sides of the highway is a neighborhood pedestrian bridge east of Webb Chapel Road. This bridge should have its own distinctive character.

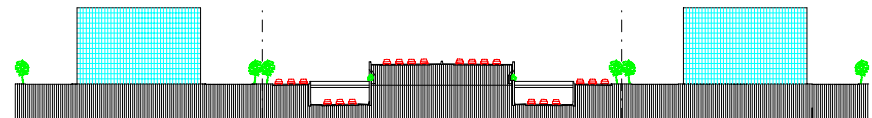


Proposed Eastward Section at the Pedestrian Bridge

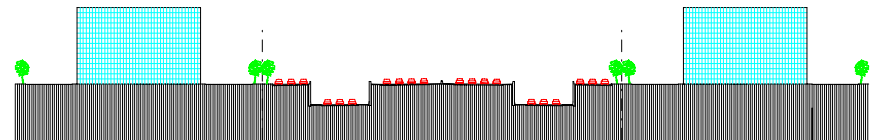


WEBB CHAPEL ROAD

Webb Chapel Road provides access to the RHD Memorial Medical Center on the north side of the LBJ Corridor. The proposed Webb Chapel Road will, from south to north, cross over the eastbound HOT lanes, under the main lanes, and back over the westbound HOT lanes before reaching the westbound frontage road. The resulting bridges and the taller walls forming the edges of the main lanes will offer special opportunities for enhancing the highway. A wider bridge in this area could be an interesting urban design feature.



Proposed Eastward Section at Webb Chapel Road

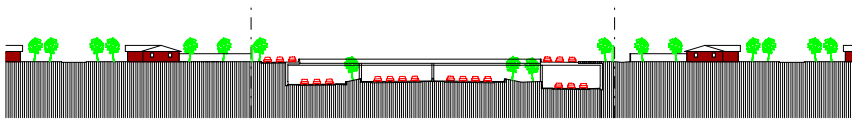


Proposed Eastward Section at the Crossover



MARSH LANE

Marsh Lane and Rosser Road provide links across the LBJ Corridor, connecting Brookhaven Junior College on the north with residential neighborhoods on the south. Steps should be taken to make this crossing pedestrian and bicycle friendly.

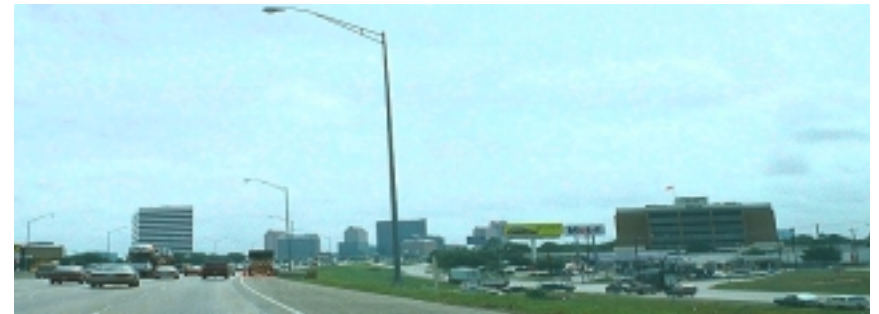


Proposed Eastward Section at Marsh Lane



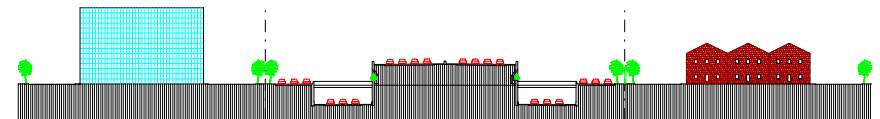
ROSSER ROAD

Currently, Rosser Road crosses LBJ, with no access to it. In the proposed plan this will continue to be the case; however, there will be continuous frontage roads on both sides, passing under Rosser Road with no direct access. To make this change in the character of the adjacent properties positive, the environment must remain friendly to pedestrians. Creating a recreational multi-use trail across Rosser Road may help in achieving this goal.



MIDWAY ROAD

The intersection of LBJ and Midway Road is a major node of commercial activity. It signals the transition to the higher density areas that center on the intersection of the Dallas North Tollway and I-635. The proposed section of Midway Road shows the HOT lanes passing under Midway, and the Main lanes passing over Midway. This offers an opportunity for special handling of the bridge sections above the HOT lanes.



Proposed Eastward Section at Midway Road